

DIMENSION REFERENCE TABLE (PROWAG R302 - R305)				
	ITEM	MAX. RUNNING SLOPE	MAX. CROSS SLOPE	MIN. DIMENSIONS
⑤	SIDEWALK	RD GRADE (IN ROW) 5.0% (OUT OF ROW)	2.0%	4 FT WIDE (i)
④	TURNING SPACE	2.0%	2.0% (iv), (v)	4 FT X 4 FT (ii), (viii)
③	RAMP	8.3% (iii)	2.0% (iv), (v)	4 FT WIDE (viii)
②	BLENDED TRANSITION	5.0%	2.0% (iv), (v)	4 FT WIDE (viii)
①	CLEAR SPACE	5.0% (vi)	2.0% (iv), (v)	4 FT X 4 FT
	CROSSWALK	5.0%	2.0% (iv), (v)	10 FT WIDE
①	FLARE WITHIN SIDEWALK	10.0% (vii)	-	-
②	FLARE NOT IN SIDEWALK	25.0% (vii)	-	-

- (i) SIDEWALK WIDTH IS EXCLUSIVE OF THE WIDTH OF THE CURB. PROVIDE 5 FT X 5 FT PASSING SPACES AT 200 FT MAX. INTERVALS WHERE SIDEWALK WIDTH IS LESS THAN 5 FT (PROWAG R302.3 - R302.4). DRIVEWAYS MAY BE USED AS A PASSING SPACE WHERE A MINIMUM 5 FT WIDE AREA MEETING SIDEWALK REQUIREMENTS IS PROVIDED.
- (ii) USE A 5 FT MIN. DEPTH IN THE DIRECTION OF THE RAMP RUN FOR PERPENDICULAR RAMPS WHERE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK. (PROWAG R304.2.1)  
USE A 5 FT MIN. WIDTH IN THE DIRECTION OF THE STREET CROSSING FOR PARALLEL RAMPS WHERE TURNING SPACE IS CONSTRAINED ON 2 OR MORE SIDES (PROWAG R304.3.1)  
TURNING SPACE IS CONSTRAINED BY ANY VERTICAL DIFFERENCE GREATER THAN 3.0 IN.
- (iii) LENGTH OF 8.3% MAX RUNNING SLOPE IS NOT REQUIRED TO EXCEED 15 FT. STEEPEN GRADE TO MATCH EXISTING WITHIN AT LEAST 15 FT OR THE NEXT NEAREST JOINT IF THE MAX RUNNING SLOPE CAN NOT BE MET IN 15 FT. (PROWAG R304.2.2, R304.3.2).
- (iv) DO NOT EXCEED 5.0% CROSS SLOPE FOR CROSSINGS WITHOUT YIELD OR STOP CONTROL WHERE THERE IS NO STOP OR YIELD SIGN OR WHERE THERE IS A TRAFFIC SIGNAL DESIGNED FOR A GREEN PHASE.  
DO NOT EXCEED 2.0% CROSS SLOPE FOR CROSSINGS WITH YIELD OR STOP CONTROL. (PROWAG R302.6)
- (v) MATCH THE HIGHWAY GRADE AT MIDBLOCK CROSSINGS (PROWAG R302.6.2)
- (vi) FLATTEN GUTTER SLOPE TO 5.0 PERCENT MAX AND MAINTAIN CLEAR SPACE RUNNING SLOPE ACROSS ENTIRE CURB CUT. (PROWAG R304.5.4) (SEE STD DWG PA 3, DETAIL A)
- (vii) MEASURE FLARE SLOPE PARALLEL TO CURB LINE. FLARES NOT IN THE SIDEWALK ARE PERMITTED TO BE A VERTICAL CURB FACE WHEN ACCESS FROM PLOWS IS NOT EXPECTED.
- (viii) MATCH TURNING SPACE, RAMP, AND BLENDED TRANSITION WIDTH TO CURB CUT AT PROJECTED BACK OF CURB.

## DEFINITIONS

**SINGLE DIAGONAL (APEX) RAMP:** A CURB RAMP THAT SERVES BOTH PEDESTRIAN STREET CROSSINGS (PROWAG R207.2)

**BLENDED TRANSITION:** A RAISED PEDESTRIAN STREET CROSSING, DEPRESSED CORNER, OR SIMILAR CONNECTION BETWEEN THE PEDESTRIAN ACCESS ROUTE AT THE LEVEL OF THE SIDEWALK AND THE LEVEL OF THE PEDESTRIAN STREET CROSSING THAT HAS A GRADE OF 5 PERCENT OR LESS (PROWAG R105.5)

**CLEAR SPACE:** A SPACE BEYOND THE BOTTOM GRADE BREAK OF THE RAMP, PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE (PROWAG R304.5.5)

**COMBINATION RAMP:** RAMPS THAT PROVIDE A COMBINATION OF CONFORMING PARALLEL AND PERPENDICULAR RAMPS

**CROSS SLOPE:** THE GRADE THAT IS PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL (PROWAG R105.5)

**CURB CUT:** THE AREA WHERE THE CURB IS CUT FLUSH TO THE FLOWLINE OF THE GUTTER OR ADJACENT ROADWAY EXCLUDING SLOPED CURB AT THE SIDES.

**EXISTING PHYSICAL CONSTRAINTS:** INCLUDE, BUT ARE NOT LIMITED TO, UNDERLYING TERRAIN, RIGHT-OF-WAY AVAILABILITY, UNDERGROUND STRUCTURES, ADJACENT DEVELOPED FACILITIES, DRAINAGE, OR THE PRESENCE OF A NOTABLE NATURAL OR HISTORIC FEATURE. (PROWAG R202.3.1)

**GRADE BREAK:** THE LINE WHERE TWO SURFACE PLANES WITH DIFFERENT GRADES MEET.

**FLARE:** A SLOPED SURFACE THAT PROVIDES A GRADED TRANSITION ON THE SIDE OF A CURB RAMP OR BLENDED TRANSITION BETWEEN THE CURB AND THE TURNING SPACE. MEASURED PARALLEL TO THE CURB.

**PARALLEL RAMP:** CURB RAMPS THAT HAVE A RUNNING SLOPE THAT IS IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL AND LOWER THE SIDEWALK TO A LEVEL TURNING SPACE WHERE A TURN IS MADE TO ENTER THE PEDESTRIAN STREET CROSSING. (PROWAG ADVISORY R304.1)

**PEDESTRIAN ACCESS ROUTE:** A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL PROVIDED FOR PEDESTRIANS WITH DISABILITIES WITHIN OR COINCIDING WITH A PEDESTRIAN CIRCULATION PATH (PROWAG R105.5)

**PEDESTRIAN CIRCULATION PATH:** A PREPARED EXTERIOR OR INTERIOR SURFACE PROVIDED FOR PEDESTRIAN TRAVEL IN THE PUBLIC RIGHT-OF-WAY. (PROWAG R105.5)

**PERPENDICULAR RAMP:** CURB RAMPS THAT HAVE A RUNNING SLOPE THAT CUTS THROUGH OR IS BUILT UP TO THE CURB AT RIGHT ANGLES OR MEETS THE GUTTER BREAK AT RIGHT ANGLES WHERE THE CURB IS CURVED.  
(PROWAG ADVISORY R304.1)

**PROWAG: "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY".**  
THE DOCUMENT USED AS THE PRIMARY RESOURCE FOR INFORMATION SHOWN (SEE NOTE 1).

**RUNNING SLOPE:** THE GRADE THAT IS PARALLEL TO THE DIRECTION OF PEDESTRIAN TRAVEL (PROWAG R105.5)

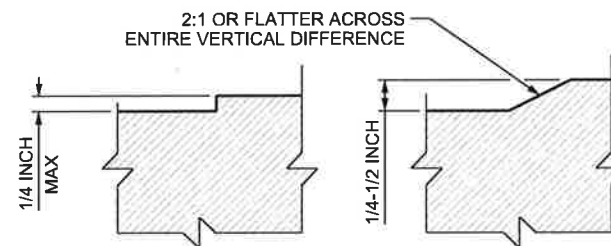
**TURNING SPACE:** SPACE AT THE TOP AND BOTTOM OF A RAMP TO ALLOW FOR DIRECTIONAL CHANGE, PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES (PROWAG R304.2.1, R304.3.1)

**DESIGN NOTES APPLICABLE TO PA SERIES:**

- A. CONVENTIONAL INDUSTRY TOLERANCES DO NOT APPLY TO DESIGN WORK. (PROWAG ADVISORY R103.1)
- B. PROVIDE A NO PEDESTRIAN (R9-3) SIGN AND A USE CROSSWALK (R9-3BP) PLAQUE (L OR R) IF PEDESTRIAN CROSSING IS PROHIBITED AT UNMARKED CROSSWALKS. (PROWAG ADVISORY R206) (SEE STD DWG PA 3 DETAIL B)
- C. A SINGLE DIAGONAL CORNER (APEX) RAMP IS PERMITTED TO SERVE BOTH PEDESTRIAN CROSSINGS IN SITUATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT THE USE OF A CURB RAMP, BLENDED TRANSITION, OR A COMBINATION OF CURB RAMPS AND BLENDED TRANSITIONS. (PROWAG R207.2) USE OF A SINGLE DIAGONAL RAMP IS DISCOURAGED AND IS ONLY TO BE USED AT THE APPROVAL OF THE REGION TRAFFIC ENGINEER.
- D. ONLY A (4.0 FT) PORTION OF THE SIDEWALK IS REQUIRED TO COMPLY WITH THE REQUIREMENTS LISTED HEREIN WHERE SIDEWALKS ARE WIDER THAN 4.0 FT. (PROWAG ADVISORY R302.3)
- E. PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE FOR ALL PEDESTRIAN ACCESS ROUTES (PROWAG R302.7)

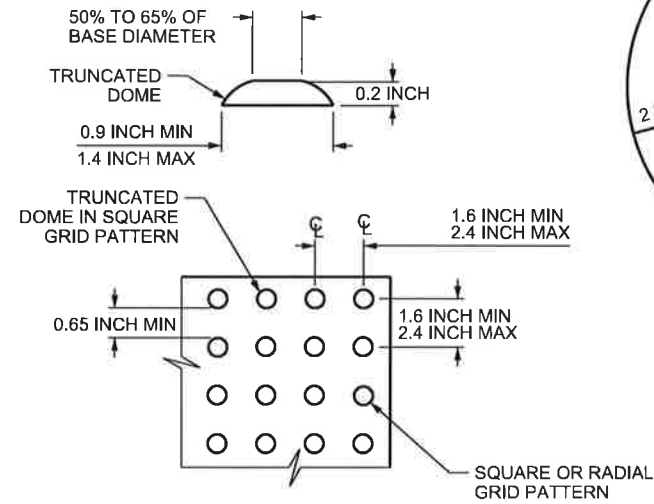
**GENERAL NOTES APPLICABLE TO PA SERIES:**

1. INFORMATION PROVIDED IS BY REFERENCE TO THE UNITED STATES ACCESS BOARD DOCUMENT "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG).
2. THE USE OF ALTERNATE DESIGNS, PRODUCTS, OR TECHNOLOGIES THAT MEET OR EXCEED THE REQUIREMENTS SHOWN IS PERMITTED. (PROWAG R102)
3. PROVIDE AN ALTERNATE PEDESTRIAN ACCESS ROUTE COMPLYING WITH SECTIONS 6D.01, 6D.02, AND 6G.05 OF THE MUTCD WHEN A PEDESTRIAN CIRCULATION PATH IS TEMPORARILY CLOSED. COMPLY WITH SECTIONS 6F.63, 6F.68, AND 6F.71 OF THE MUTCD WHERE PEDESTRIAN BARRICADES AND CHANNELIZING DEVICES ARE PROVIDED. (PROWAG R205)
4. CONNECT THE PEDESTRIAN ACCESS ROUTES AT EACH PEDESTRIAN STREET CROSSING WITH A CURB RAMP, BLENDED TRANSITION, OR A COMBINATION OF CURB RAMPS AND BLENDED TRANSITIONS. (PROWAG R207.1)
5. LOCATE THE CURB RAMP (EXCLUDING FLARED SIDES) OR BLENDED TRANSITION COMPLETELY WITHIN THE CROSSWALK (PROWAG R207.1)
6. CONSTRUCT ALL GRADE BREAKS TO BE FLUSH (PROWAG R302.7.1) PREVENT OR CORRECT ANY VERTICAL DIFFERENCES IN SURFACES GREATER THAN 0.5 IN. BEVEL VERTICAL DIFFERENCES BETWEEN 0.25 IN AND 0.5 IN WITH A SLOPE NOT STEEPER THAN 2H:1V ACROSS THE ENTIRE VERTICAL DIFFERENCE. (PROWAG R302.7.2) (SEE DETAIL BELOW)
7. CONSTRUCT GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. DO NOT PLACE GRADE BREAKS ON THE SURFACES OF RAMP RUNS AND TURNING SPACES. (PROWAG R304.5.2)
8. SITE CONDITIONS MAY VARY. CONFIGURATION OF RAMP, BLENDED TRANSITION, TURNING SPACE, AND CLEAR SPACE MAY BE ALTERED, BUT THEY MUST MEET DIMENSIONS AND SLOPES SHOWN HERE. THE USE OF ITEMS SUCH AS FLARES AND CURBWALLS ARE AT THE DISCRETION OF THE ENGINEER.
9. DO NOT USE DIRECTIONAL ACCESSES WHEN PEDESTRIANS CAN APPROACH THE DETECTABLE WARNING SURFACE FROM MORE THAN ONE DIRECTION.
10. CONSTRUCT ALL PEDESTRIAN ACCESS ROUTE ELEMENTS SO MAXIMUM OR MINIMUM VALUES ARE NOT EXCEEDED.
11. PROVIDE TOOLED JOINTS ON ALL GRADE BREAKS.

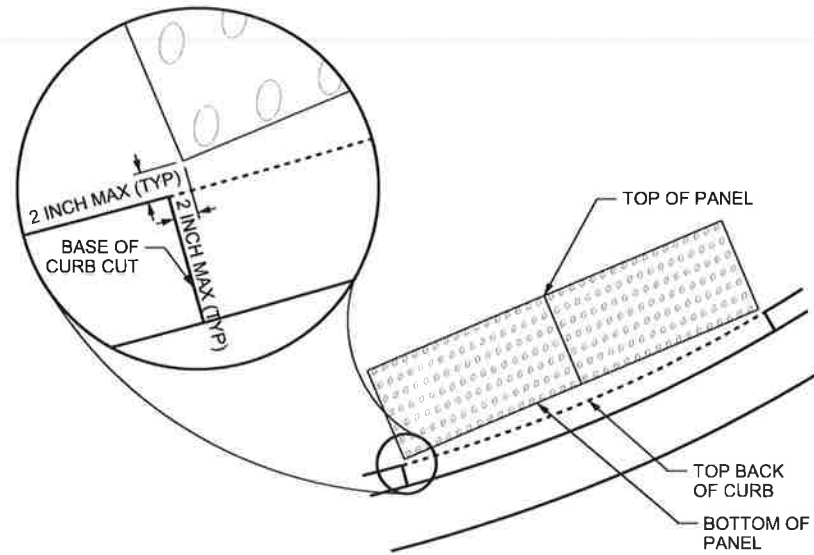


**VERTICAL SURFACE DISCONTINUITIES**  
SEE NOTE 6

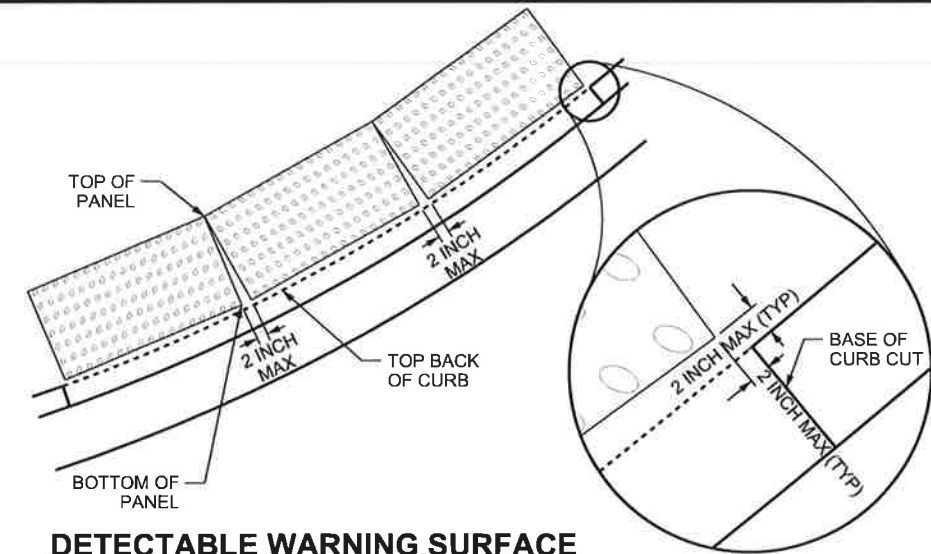
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**DETECTABLE WARNING SURFACE  
DETAIL A**  
(PROWAG R305)



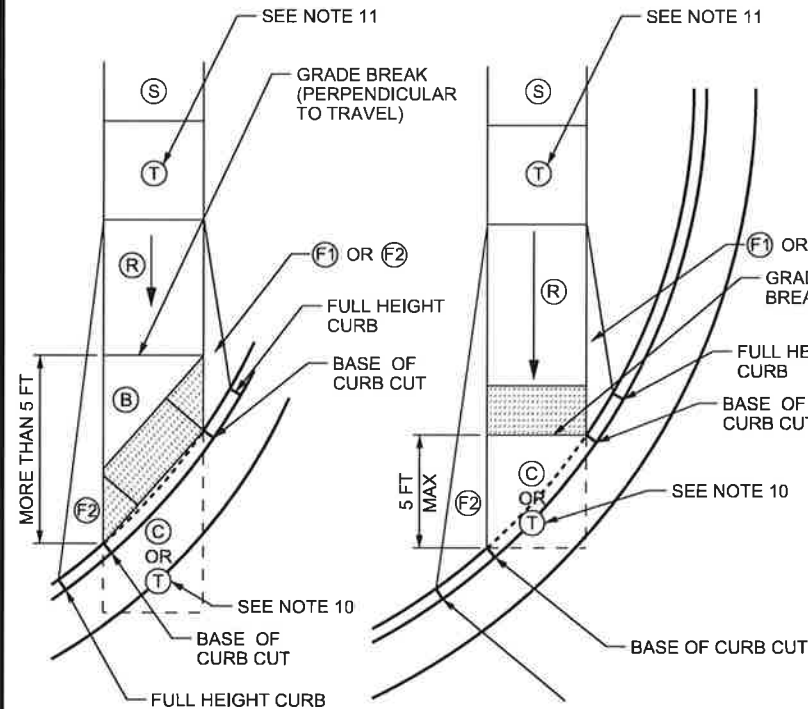
**DETECTABLE WARNING SURFACE  
PANEL WITHOUT GAP (PREFERRED)  
DETAIL B**  
SEE NOTES 4 AND 5



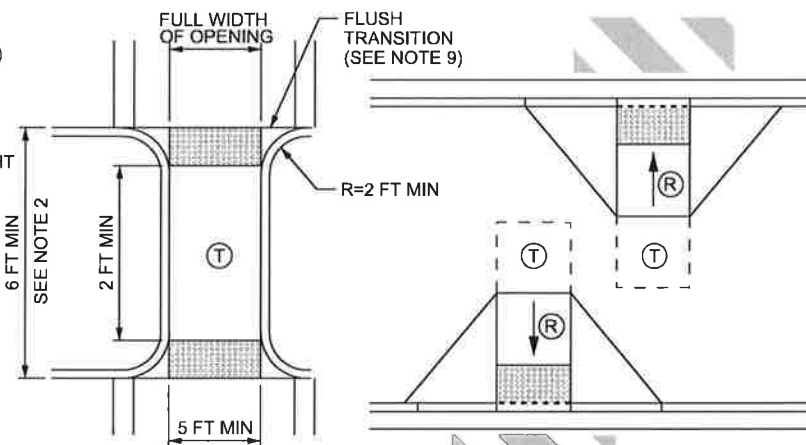
**DETECTABLE WARNING SURFACE  
PANEL WITH GAP - DETAIL C**  
SEE NOTES 4 AND 5

**NOTES:**

- REFER TO STD DWG PA 1 FOR DIMENSION TABLE AND GENERAL NOTES.
- DETECTABLE WARNING SURFACES ARE NOT REQUIRED AT PEDESTRIAN REFUGE ISLANDS THAT ARE CUT-THROUGH AT STREET LEVEL AND ARE LESS THAN 6.0 FT IN LENGTH. THE SIGNAL SHOULD BE TIMED FOR A COMPLETE CROSSING OF THE STREET WHERE SIGNALIZED AND THE CUT-THROUGH ISLAND DOES NOT HAVE DETECTABLE WARNING SURFACES. (PROWAG R208.2)
- PROVIDE DETECTABLE WARNING SURFACE THAT CONTRASTS WITH ADJACENT ACCESS ROUTE, GUTTER, STREET, AND FLARES, EITHER DARK-ON-LIGHT OR LIGHT-ON-DARK. (PROWAG R305.1.3)
- PLACE DETECTABLE WARNING SURFACE ACCORDING TO MANUFACTURER'S RECOMMENDATIONS 2 FT MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL FOR THE FULL WIDTH OF THE RAMP (EXCLUDING FLARES), BLENDED TRANSITION, OR TURNING SPACE (PROWAG R305.1.4). USE OF PRODUCTS DESIGNED TO MATCH THE EXACT CURB RADII ARE ACCEPTABLE. USE A 4 FT MINIMUM CURB CUT WIDTH FOR SINGLE-DIRECTION CROSSWALKS AND AN 8 FT MINIMUM FOR BI-DIRECTIONAL CURB CUT WIDTHS LESS THAN 8 FT (4 FT MIN) MAY BE USED FOR BI-DIRECTIONAL CROSSWALKS UPON APPROVAL OF THE REGION TRAFFIC ENGINEER. DETECTABLE WARNING SURFACE WIDTHS IN 4 FT INCREMENTS ARE PREFERRED.
- PLACE DETECTABLE WARNING SURFACE ON PERPENDICULAR CURB RAMPS AS FOLLOWS (PROWAG R 305.2.1):
  - PLACE DETECTABLE WARNING SURFACES AT THE BACK OF CURB WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB.
  - PLACE DETECTABLE WARNING SURFACES ON THE RAMP RUN WITHIN 2 INCHES OF THE BOTTOM GRADE BREAK WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5.0 FT OR LESS. (SEE DETAIL D2)
  - PLACE DETECTABLE WARNING SURFACES ON THE LOWER LANDING AT THE BACK OF CURB WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BRAKE TO THE BACK OF CURB IS MORE THAN 5.0 FT. (DETAIL D1)
- PLACE DETECTABLE WARNING SURFACES ON THE TURNING SPACE AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK (AT THE BACK OF CURB) ON PARALLEL CURB RAMPS. (PROWAG R305.2.2)
- PLACE DETECTABLE WARNING SURFACES AT THE BACK OF CURB ON BLENDED TRANSITIONS. (PROWAG R305.2.3)
- PLACE DETECTABLE WARNING SURFACES ON EACH SIDE OF THE RAIL CROSSING AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY. PLACE THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE RAIL CROSSING BETWEEN 6.0 FT MINIMUM AND 15.0 FT MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. PLACE DETECTABLE WARNING SURFACES ON THE SIDE OF THE GATES OPPOSITE THE RAIL WHERE PEDESTRIAN GATES ARE PROVIDED. (PROWAG R305.2.5)
- PLACE DETECTABLE WARNING SURFACES AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK WHEN THERE IS A RAISED STREET CROSSING, DEPRESSED CORNERS, OR THERE IS NO GRADE CHANGE BETWEEN THE SIDEWALK AND THE STREET (SEE DETAIL E1). (PROWAG R305.2.3)
- THE TURNING SPACE IS PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. (PROWAG R304.2.1, R304.3.1) THE TURNING SPACE MAY BE PLACED AT THE BOTTOM OF THE RAMP OR IN THE CLEAR SPACE IF THE COMBINED SPACE SLOPE MEETS ALL THE REQUIREMENTS OF THE TURNING SPACE.
- THE TURNING SPACE AT THE TOP OF THE RAMP MAY BE OMITTED IN DIRECTIONAL RAMP APPLICATIONS WITH ONLY ONE SIDEWALK APPROACH THAT DOES NOT REQUIRE A CHANGE IN DIRECTION. PROVIDE A BLENDED TRANSITION WITH A 2% MAX RUNNING SLOPE WHERE THE TURNING SPACE IS OMITTED.
- GRIND OFF REMAINING PORTION OF ANY CUT DOMES WHEN DETECTABLE WARNING SURFACE IS CUT. SEAL ALL CUT PANEL EDGES TO PREVENT WATER DAMAGE.



**DETECTABLE WARNING SURFACE PLACEMENT  
FOR DIRECTIONAL CURB RAMPS  
DETAIL D**  
SEE NOTE 5



**CUT THRU  
DETAIL E1**  
**OFFSET PERPENDICULAR  
RAMP - DETAIL E2**  
**PEDESTRIAN REFUGE ISLAND**

**REVISIONS**

NO.	DATE	APPR.	CGW	NEW DRAWING	REMARKS
1	2/22/18				

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL	DATE
APPROVED	DATE
DEPUTY DIRECTOR	DATE

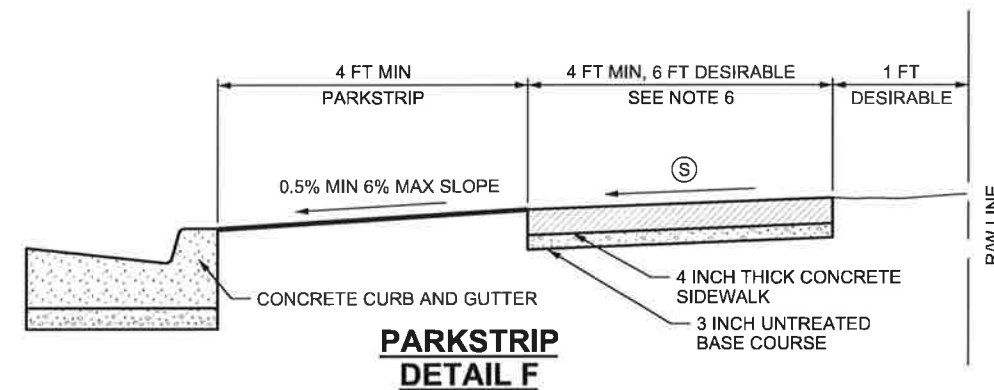
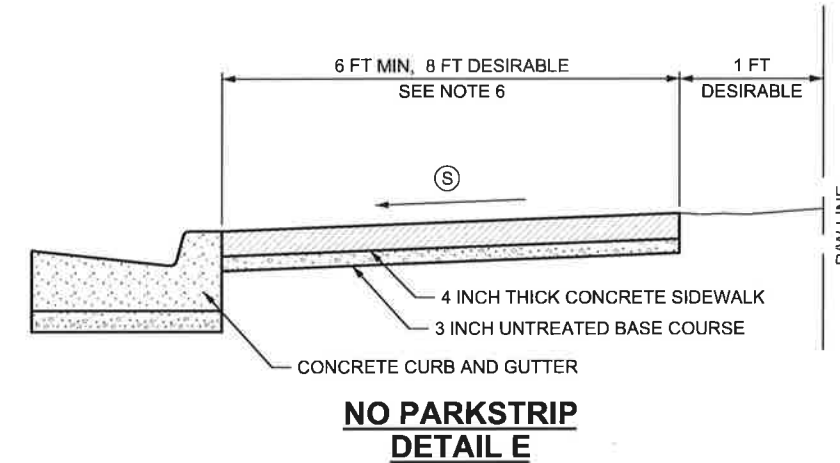
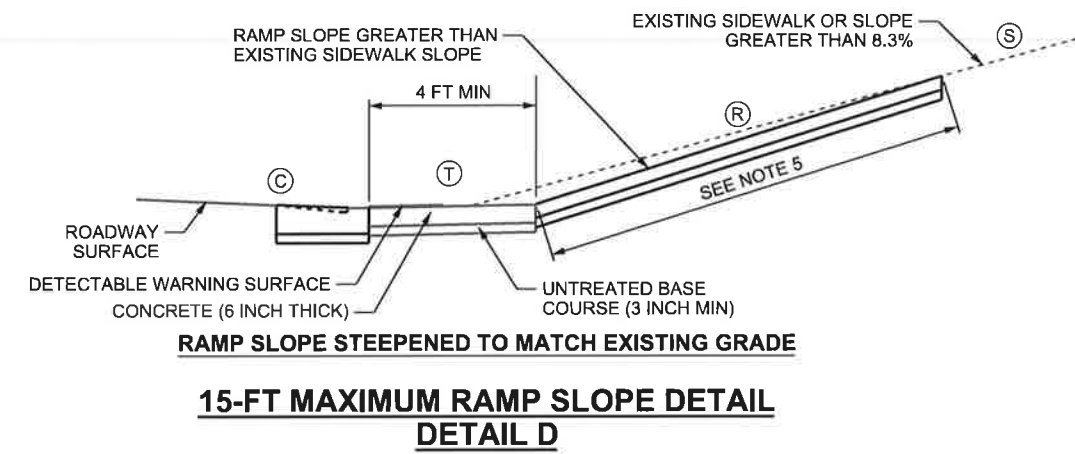
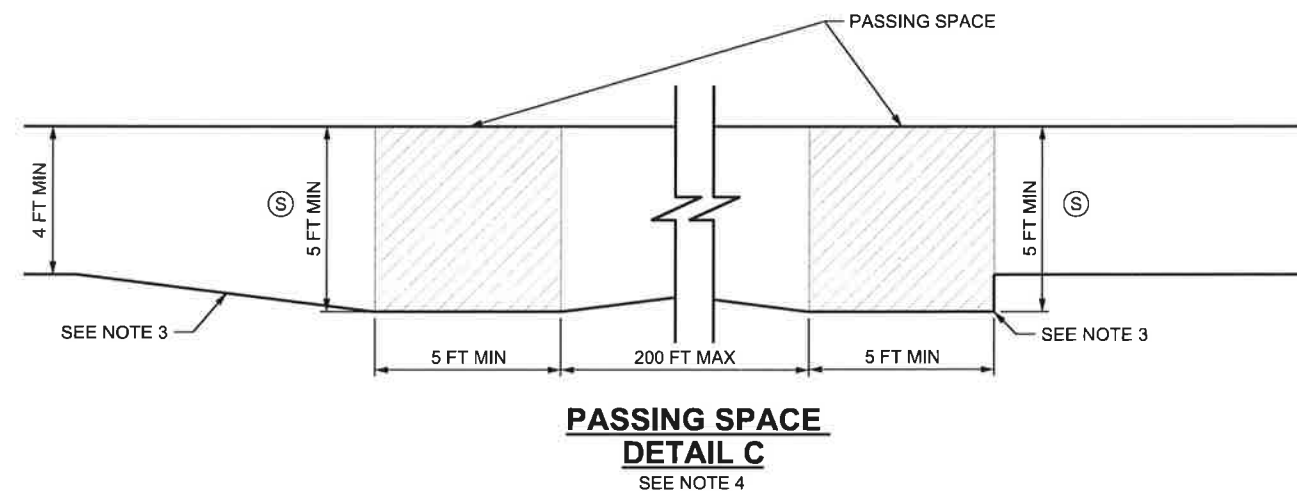
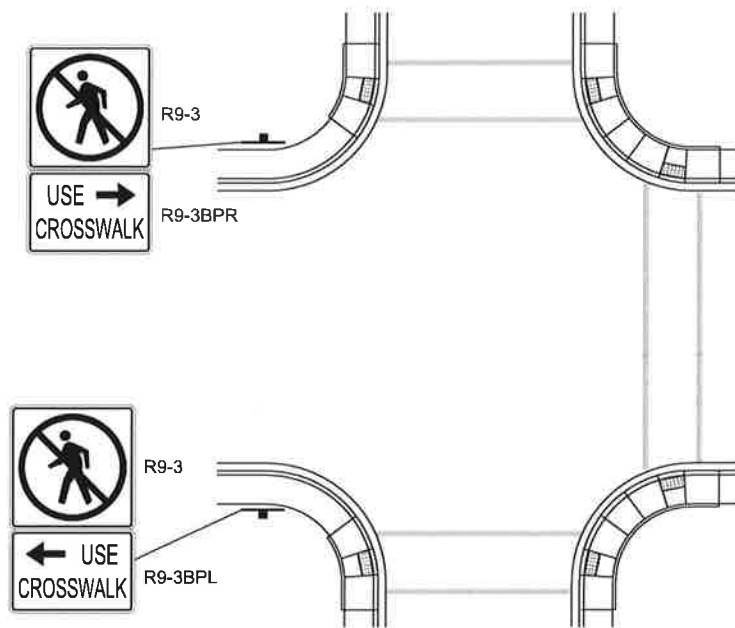
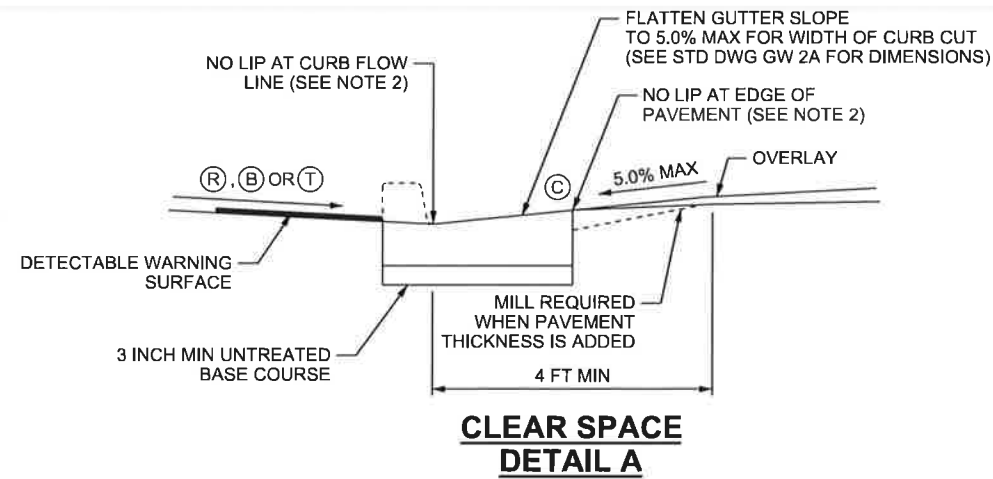
**DETECTABLE WARNING  
SURFACE  
PEDESTRIAN ACCESS**

STANDARD DRAWING TITLE

STD. DWG. NO.

PA 2

**SUPPLEMENTAL DRAWING**



#### NOTES:

- REFER TO STD DWG PA 1 FOR DIMENSION TABLE AND GENERAL NOTES.
- SEE STD DWG PA 1, NOTE 6 FOR VERTICAL DIFFERENCE ALLOWANCES OR TREATMENTS.
- FLARE AT A RATE EQUAL TO THE PANEL WIDTH TO ALLOW TRANSITIONS ACROSS WHOLE PANELS WHEN A TAPER RATE IS USED TO TRANSITION FROM AND TO A PASSING SPACE. USE A 5:1 FLARE RATE FOR A 5 FT WIDE SIDEWALK FOR EXAMPLE. TAPER RATE MAY BE MODIFIED OR OMITTED WHERE SITE CONDITIONS PROHIBIT USE.
- SIDEWALK WIDTH IS EXCLUSIVE OF THE WIDTH OF THE CURB. PROVIDE 5 FT X 5 FT PASSING SPACES AT 200 FT MAX. INTERVALS WHERE SIDEWALK WIDTH IS LESS THAN 5 FT (PROWAG R302.3 - R302.4). DRIVEWAYS AND OTHER PAVED AREAS MAY BE USED AS A PASSING SPACE WHERE A MINIMUM 5 FT WIDE AREA MEETING SIDEWALK REQUIREMENTS IS PROVIDED.
- STEEPEN GRADE TO MATCH EXISTING WITHIN AT LEAST 15 FT OR THE NEXT NEAREST JOINT IF THE MAX RUNNING SLOPE CAN NOT BE MET IN 15 FT. (PROWAG R304.2.2, R304.3.2). MOVE THE TURNING SPACE AWAY FROM THE RAMP SLOPE TO ALLOW FOR THE 8.3% MAXIMUM GRADE IN CONDITIONS WHERE THE SIDEWALK IS NEAR OR ATTACHED TO THE CURB AND GUTTER.
- THE FOLLOWING MINIMUM WIDTHS ARE REQUIRED FROM BACK OF CURB TO BACK OF SIDEWALK AT DRIVEWAY LOCATIONS TO MEET GRADING REQUIREMENTS:
  - TYPE B1 CURB AND GUTTER: 7.67 FT
  - TYPE B2 CURB AND GUTTER: 9.75 FT
  - TYPE M2 CURB AND GUTTER: 5.08 FT

SUPPLEMENTAL DRAWING

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH

PEDESTRIAN ACCESS  
DETAILS

STD. DWG. NO.

PA 3

STANDARD DRAWING TITLE

DEPUTY DIRECTOR

CHAIRMAN STANDARDS COMMITTEE

RECOMMENDED FOR APPROVAL

DATE

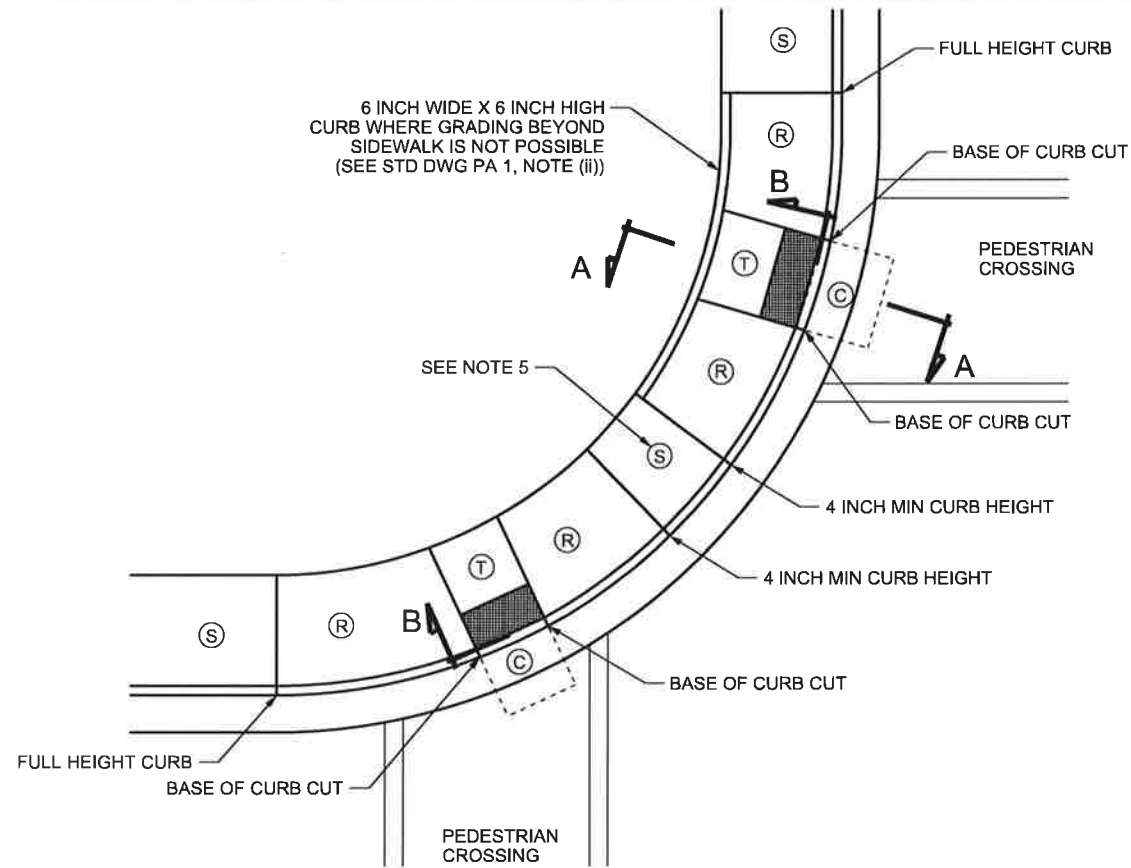
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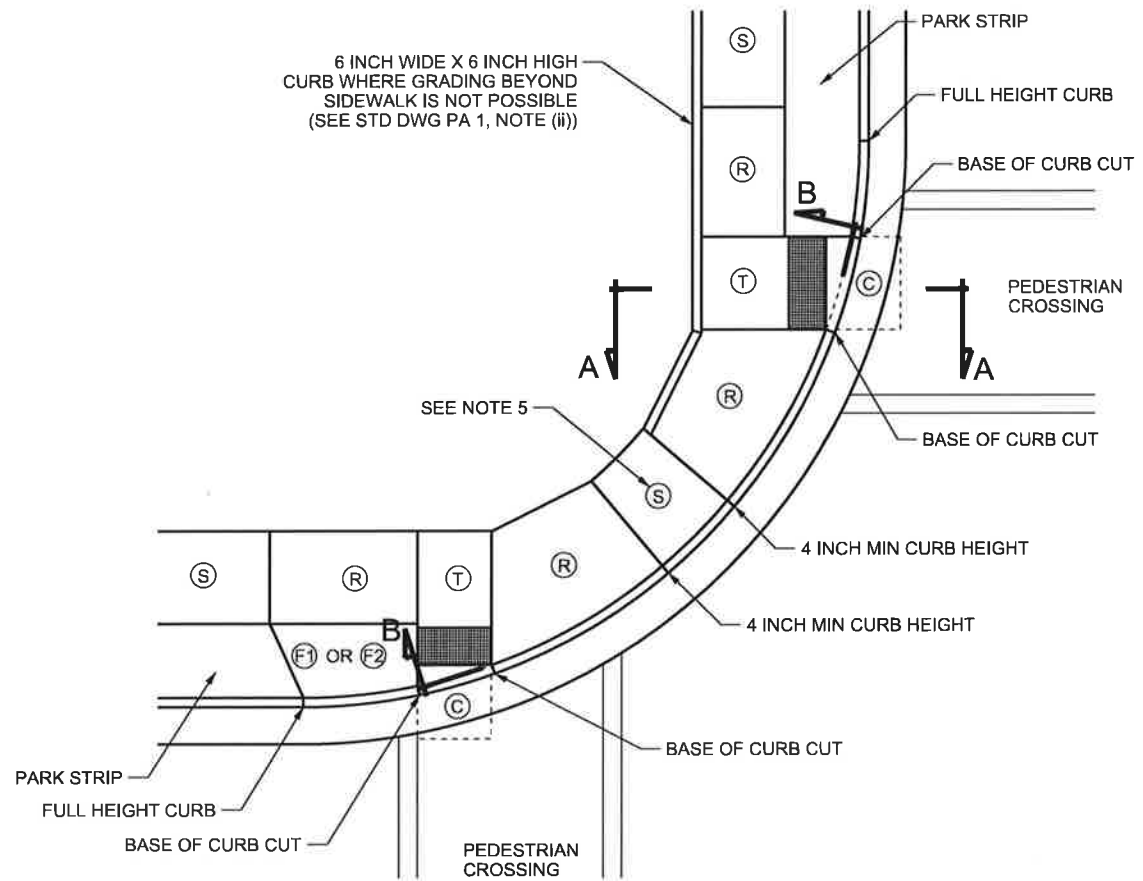
REMARKS

NO.	DATE	APPR.	REMARKS
1	2/22/18	CGW	NEW DRAWING

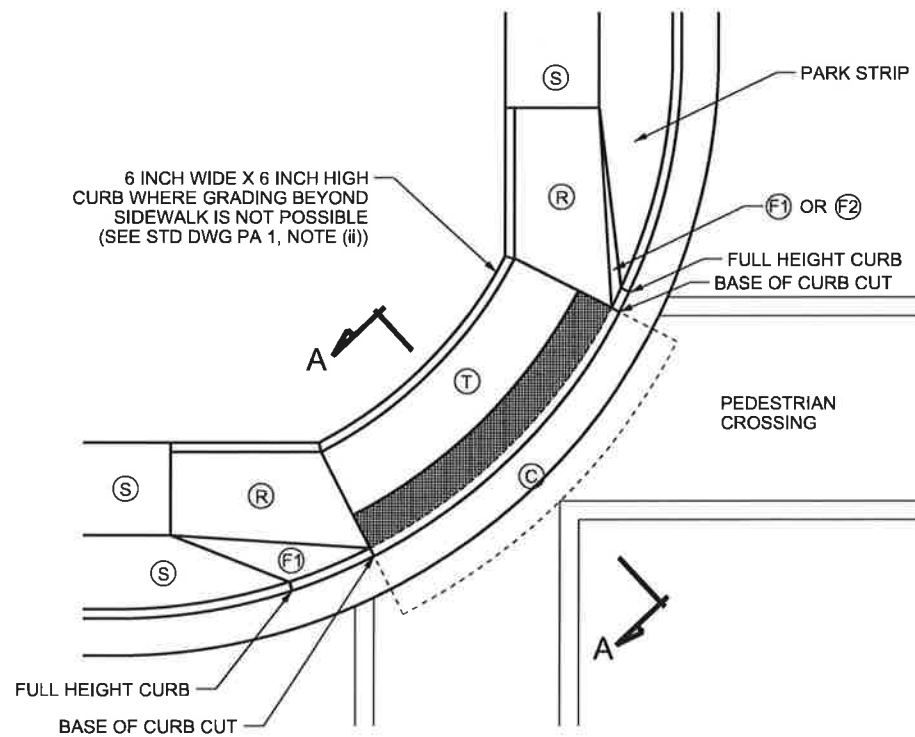




**DUAL PARALLEL RAMP AT CORNER OPTION**

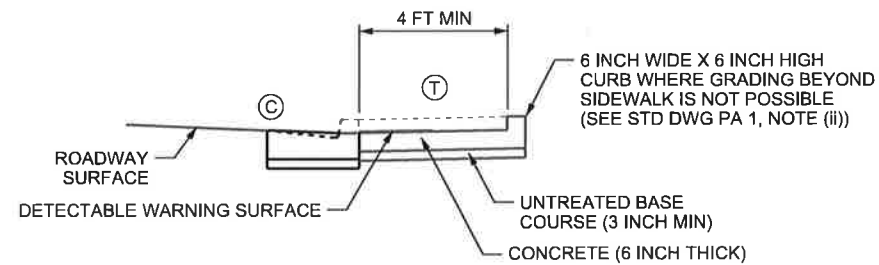


**DUAL PARALLEL RAMP AT CORNER OPTION**

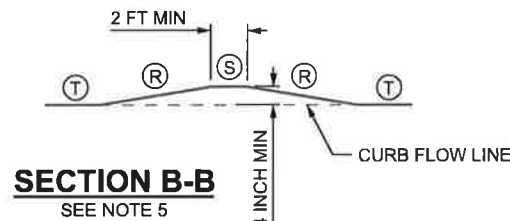


**SINGLE DIAGONAL CORNER (APEX) RAMP OPTION**

SEE STD DWG PA 1, NOTE C



**SECTION A-A**



**SECTION B-B**

SEE NOTE 5

**NOTES:**

1. REFER TO STD DWG PA 1 FOR DIMENSION TABLE AND GENERAL NOTES.
2. REFER TO STD DWG PA 2 FOR DETECTABLE WARNING SURFACE DETAILS.
3. REFER TO STD DWG PA 3, DETAIL A FOR CLEAR SPACE DETAIL.
4. RAMPS SHOWN ON THIS DRAWING ARE ACCEPTABLE FOR USE AT MID-BLOCK OR CORNER INSTALLATIONS.
5. PROVIDE A MINIMUM 2 FT WIDE SPACE BETWEEN ADJACENT RAMPS. THE CURB HEIGHT OF THIS SPACE IS A MINIMUM 4 INCHES TALL FROM CURB FLOW LINE TO TOP OF CURB.
6. PROVIDE TOOLED JOINTS ON ALL GRADE BREAKS.

**SUPPLEMENTAL DRAWING**

**REVISIONS**

NO.	DATE	APPR.	CGW	NEW DRAWING	REMARKS
1	2/22/18				

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH

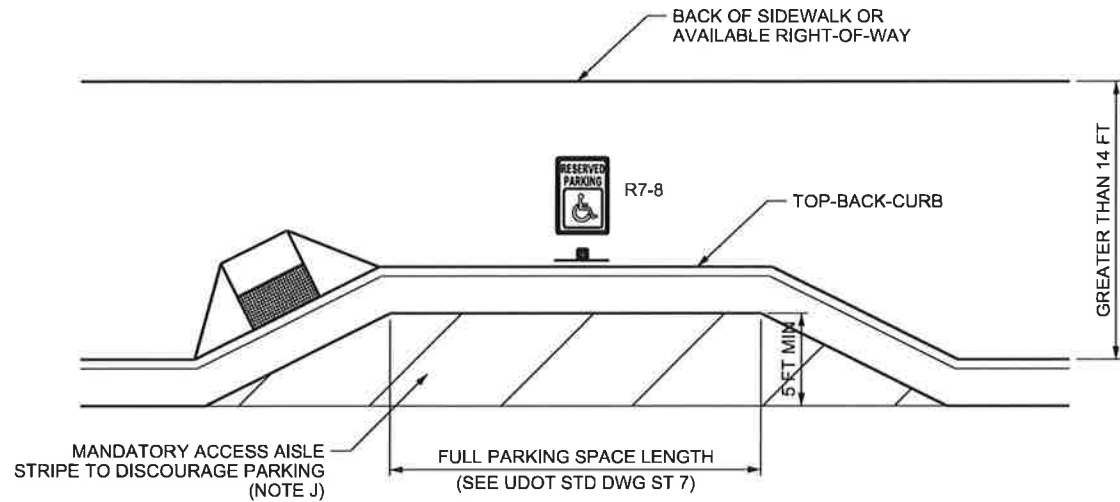
RECOMMENDED FOR APPROVAL  
DATE FEB. 22, 2018  
CHAIRMAN STANDARD DRAWING COMMITTEE  
APPROVED  
DEPUTY DIRECTOR

**PARALLEL  
PEDESTRIAN ACCESS**

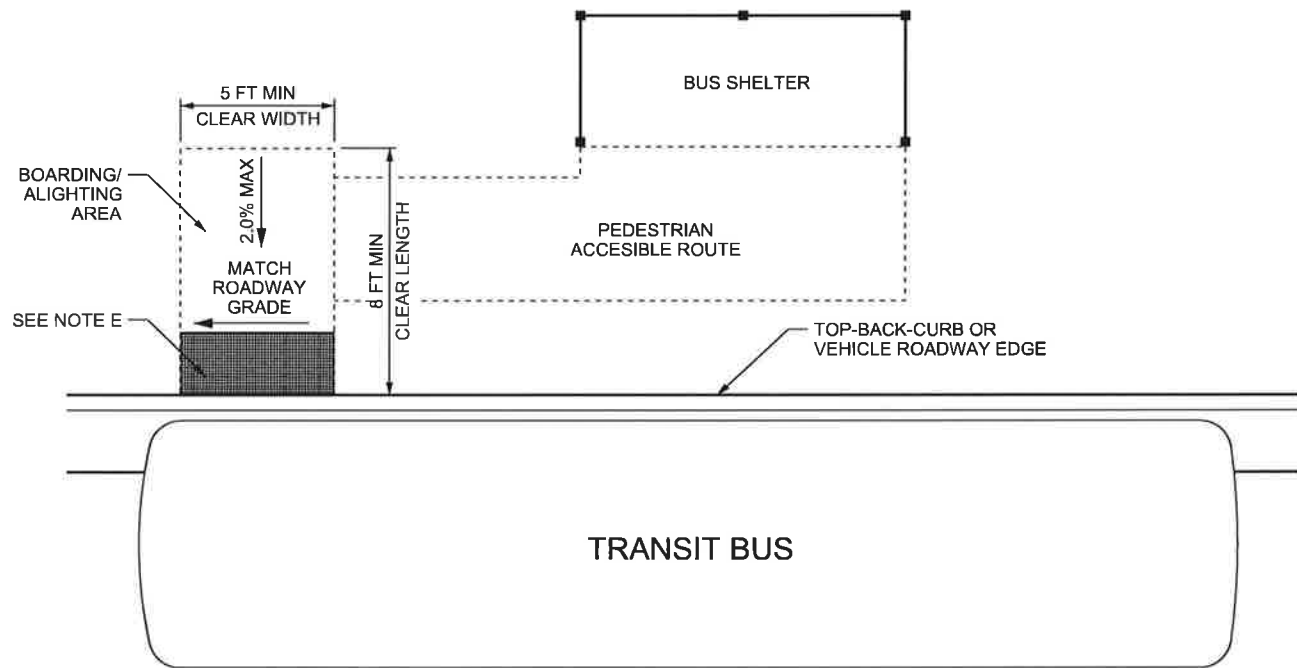
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**PA 5**

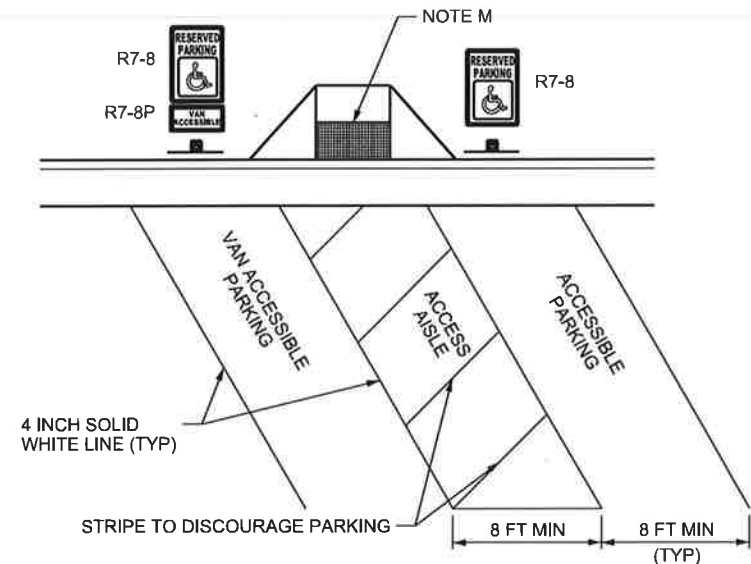


**ON-STREET ACCESS AISLE**  
NOTES I AND J



**TRANSIT SHELTER DETAIL**  
(BUS SHOWN FOR ILLUSTRATION, RAIL SIMILAR)  
PROWAG R306

PROWAG R214 ACCESSIBLE ON-STREET PARKING	
TOTAL SPACES ON THE BLOCK PERIMETER	MIN REQUIRED ACCESSIBLE SPACES
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
OVER 200	4% OF TOTAL



**RESERVED ACCESSIBLE PARKING**

- NOTES:
1. PROVIDE ONE VAN ACCESSIBLE STALL FOR EVERY EIGHT ACCESSIBLE STALLS. REFER TO LOCAL JURISDICTION FOR NUMBER OF STALLS, ANGLE, STALL DEPTHS, MANUEVERING AISLE WIDTHS, AND ANY OTHER REQUIREMENTS.
  - 2.

**DESIGN NOTES:**

1. PROVIDE A CONTINUOUS AND DETECTABLE EDGE TREATMENT ALONG THE STREET SIDE OF THE SIDEWALK AT ROUNDABOUTS, WHERE SIDEWALKS ARE FLUSH AGAINST THE CURB AND PEDESTRIAN STREET CROSSING IS NOT INTENDED. DO NOT USE DETECTABLE WARNING SURFACES FOR EDGE TREATMENT. PROVIDE A BOTTOM EDGE 15 IN MAXIMUM ABOVE THE SIDEWALK WHERE CHAINS, FENCING, OR RAILINGS ARE USED FOR EDGE TREATMENT. (PROWAG R306.3.1)
2. PROVIDE A PEDESTRIAN ACTIVATED SIGNAL FOR EACH MULTI-LANE SEGMENT OF EACH PEDESTRIAN STREET CROSSING, INCLUDING THE SPLITTER ISLAND AT ROUNDABOUTS WITH MULTI-LANE PEDESTRIAN STREET CROSSINGS. CLEARLY IDENTIFY WHICH PEDESTRIAN STREET CROSSING SEGMENT THE SIGNAL SERVES. (PROWAG R306.3.2)
3. PROVIDE PEDESTRIAN ACTIVATED SIGNALS AT PEDESTRIAN STREET CROSSINGS AT MULTI-LANE CHANNELIZED TURN LANES AT SIGNALIZED INTERSECTIONS OTHER THAN ROUNDABOUTS WITH PEDESTRIAN STREET CROSSINGS.
4. THE BOARDING AND ALIGHTING AREA CAN BE LOCATED EITHER WITHIN OR OUTSIDE OF THE SHELTER, WHERE A TRANSIT SHELTER IS PROVIDED. (PROWAG R308.1.1)
5. PLACE DETECTABLE WARNING SURFACES ON BOARDING PLATFORMS AT TRANSIT STOPS FOR BUSES AND RAIL VEHICLES WHERE THE EDGES OF THE BOARDING PLATFORM ARE NOT PROTECTED BY SCREENS OR GUARDS. (PROWAG R208)
6. COORDINATE THE HEIGHT OF VEHICLE FLOOR AND THE STATION PLATFORM SO AS TO MINIMIZE THE VERTICAL AND HORIZONTAL GAPS PER U.S.D.O.T. REGULATIONS (49 CFR PARTS 37 AND 38). (PROWAG R308.1.2.1)
7. IDENTIFY ACCESSIBLE PARKING SPACES BY SIGNS (MUTCD R7-8 SERIES). ACCESSIBLE PARKING SPACES SHOULD BE LOCATED WHERE THE STREET HAS THE LEAST CROWN AND GRADE AND CLOSE TO KEY DESTINATIONS. (PROWAG R309.1)
8. COUNT EACH 20.0 FT OF BLOCK PERIMETER WHERE PARKING IS PERMITTED AS ONE PARKING SPACE WHERE PARKING PAY STATIONS ARE PROVIDED AND THE PARKING IS NOT MARKED. (PROWAG R214)
9. DO NOT ENCROACH ON THE VEHICULAR TRAVEL LANE WITH THE ACCESS AISLE. THE ACCESS AISLE CAN BE ON EITHER THE DRIVER OR PASSENGER SIDE OF THE VEHICLE. (PROWAG R309.2.1)
10. AN ACCESS AISLE IS NOT REQUIRED WHERE:
  - NO WORK IS BEING DONE ON THE STREET OR SIDEWALK ADJACENT TO THE PARKING SPACES OR
  - THE WIDTH OF THE SIDEWALK OR THE AVAILABLE RIGHT-OF-WAY IS LESS THAN OR EQUAL TO 14.0 FTLOCATE THE ACCESSIBLE PARKING SPACES AT THE END OF THE BLOCK FACE WHERE AN ACCESS AISLE IS NOT REQUIRED. (PROWAG R309.2.1.1, R309.2.2)
11. VERIFY THE SIDEWALK ADJACENT TO ACCESSIBLE PARALLEL PARKING SPACES IS FREE OF SIGNS, STREET FURNITURE, AND OTHER OBSTRUCTIONS TO PERMIT DEPLOYMENT OF A VAN SIDE-LIFT OR RAMP OR THE VEHICLE OCCUPANT TO TRANSFER TO A WHEELCHAIR OR SCOOTER. (PROWAG R309.2)
12. PROVIDE AN ACCESS AISLE 8.0 FT WIDE MINIMUM STREET LEVEL THE FULL LENGTH OF THE PARKING SPACE, CONNECTED TO A PEDESTRIAN ACCESS ROUTE MARK SO AS TO DISCOURAGE PARKING IN THE ACCESS AISLE WHERE PERPENDICULAR OR ANGLED PARKING IS USED. TWO PARKING SPACES ARE PERMITTED TO SHARE A COMMON ACCESS AISLE. CONNECT THE ACCESS AISLE TO THE PEDESTRIAN ACCESS ROUTE WITH CURB RAMPS OR BLENDED TRANSITIONS. DO NOT LOCATE CURB RAMPS WITHIN THE ACCESS AISLE. (PROWAG R309.3, R309.4)
13. DETECTABLE WARNING SURFACES ARE NOT REQUIRED ON CURB RAMPS AND BLENDED TRANSITIONS THAT CONNECT THE ACCESS AISLE TO THE SIDEWALK, INCLUDING WHERE THE SIDEWALK IS AT THE SAME LEVEL AS THE PARKING SPACES, UNLESS THE CURB RAMPS AND BLENDED TRANSITIONS ALSO SERVE PEDESTRIAN STREET CROSSINGS. (PROWAG R309.4)

**SUPPLEMENTAL DRAWING**

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL  
APPROVED  
CHAIRMAN, STANDARD DRAWINGS COMMITTEE  
DEPUTY DIRECTOR  
FEB. 22, 2018  
DATE  
FEB. 22, 2018  
DATE

ROUNDABOUT, TRANSIT  
SHELTER, AND  
ON-STREET PARKING

STD. DWG. NO.  
PA 6

STANDARD DRAWING TITLE

REVISIONS

REMARKS

CGW  
APPR.

DATE

NO.